

LAND AND RESOURCE MANAGEMENT PLAN SHOSHONE NATIONAL FOREST

AUGUST 5, 1994

Amendment No. 94-001

REASON FOR THIS AMENDMENT

The purpose of this amendment is to change the Forest Plan allowable timber sale quantity in response to the following needs, which are addressed through an environmental impact statement and a record of decision. These needs reflect on the quantity of forest products (sawlogs) that the Forest may offer for sale from suitable timber lands.

- The 1988 fires burned about 7,800 acres of the Forest considered to be part of the suitable timber base. The fires burned a total of 120,000 acres on the Forest.
- Monitoring since 1986 indicated that some Forest Plan data and assumptions had overestimated the amount of timber we could produce. Foresters were having difficulty finding the volumes that had been projected in the Forest Plan. Actual timber volumes per acre coming off the Forest were lower than anticipated or assumed in the Forest Plan. Many stands, instead of being uniformly forested, have significant areas of rock outcrop, grassy openings, or other factors that reduce the number of productive acres or affect timber yield projections.
- Standards and guidelines for protection of other resources, or mitigation of effects from timber harvest, need to be accounted for as well as possible in calculating the ASQ. Since timber sales must be planned in accordance with site-specific data and management standards for other resources, such as water quality or wildlife habitat, specific projects have tended to produce less volume than projected in the Plan.

A supplemental purpose for this amendment, supported by cumulative effects analysis in the ASQ EIS and the Shoshone Oil and Gas Leasing EIS, is to update and supplement the direction for transportation system management. As documented in the decision, this change brings the Forest more in line with current manual direction for transportation system management, and it is an important part of mitigating cumulative impacts. This change does not affect the calculation of the ASQ number, since it would have been a feature of any alternative ASQ that might have been selected.

SIGNIFICANCE

This Amendment is determined to be not significant for the purposes of the planning process, based on the definition in 36 CFR 219.10(f). The scope of analysis in the EIS, and the proposed action, was defined to be within the existing objectives, goals, standards and guidelines, multiple-use allocations, and other contents of the 1986 Forest Plan.

The recalculation of the Forest's allowable sale quantity was limited to the suitable timber base acres expressed in the Plan, and was reanalyzed using an updated timber data base that includes the effects of the 1988 wildfires. The Forest data base in regard to past and current impacts, including the fires, past harvest and roads, has also improved since 1986. Obvious errors in our yield tables were corrected to some degree.

The Forest has an obligation to manage forest resources concurrent with the best available and most current data, and must be able to do so routinely without the process required for significant amendments. The Forest's program should reflect this data and should allow for the application of standards and guidelines to the greatest possible degree. Hence the need for an amendment, but one that is not significant. The original Plan intent was the same, but lacked sufficient data or methods by today's standard. In short, nothing in this amendment alters the intent of the Forest Plan in respect to multiple use, production of goods and services, resource protection,

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or other legal requirements of the National Forest Management Act, as noted in the decision document. It meets NFMA requirements in providing for long-term sustained yield and non-declining flow of forest products, consistent with other resource needs.

IMPLEMENTATION

The decision will be implemented as stated in the Record of Decision.

This Forest Plan Amendment consists of two parts:

- Forest-wide Management Situation (Chapter II)
- Forest-wide Management Requirements (Chapter III)

Forest-wide Management Situation

The projected supply potential reflected by the allowable sale quantity on page II-23 is changed: for each decade beginning in 1994, the ASQ is 45 MMBF. The discussion of the timber management situation, Plan pages II-53 through 58, remains unchanged but supplemented by the analysis and documentation in the ASQ FEIS. While ASQ is a decadal amount or ceiling, it is typically expressed as an average annual figure. This is 4.5 MMBF per year. In a given year the timber sale program may exceed the average annual amount of 4.5 MMBF/yr. For the decade, however, the amount of timber sold from the suitable timber base may not exceed 45 MMBF.

The Forest-wide management situation under Facilities in Chapter II, pages II-77 and 78 is changed to revise Tables II-27 and II-28 to reflect current situations with regard to Forest Development Road mileages and to add road management definitions which are appropriate for implementation of the "No Net Increase in Roads" direction documented in the ROD.

Forest-wide Management Requirements

Average Annual Outputs, Activities, Costs, and Returns by Time Periods for Road Obliteration in Table III-1 on Page III-15 are changed to incorporate the "No Net Increase in Roads" direction documented in the ROD.

The General Direction under Management Activity "Transportation System Management (LO1 & 20)" is changed to incorporate the "No Net Increase in Roads" direction documented in the EIS and ROD as a limitation on cumulative effects.

The General Direction and Standards and Guidelines under Reforestation (E04), page III-66, are changed to reflect the legal requirement established for reforestation within 5 years of final harvest. This requirement is the result of a lawsuit directed at the Big Horn National Forest, as documented on page III-25 of the ASQ EIS.

Forest Plan Monitoring Requirements

Chapter IV in the Forest Plan contains monitoring requirements. Page IV-9 is changed to update and include items for road system monitoring to monitor forest-wide road mileages.

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CHAPTER II FORESTWIDE MANAGEMENT SITUATION

Chapter II, Page II-23, the Forest Plan Objective figure of 11.2 MMBF (average annual) is changed to 4.5 MMBF.

Chapter II, Page II-78, Replace Table II-27 and Table II-28 with the transportation system tables, below.

Existing Road Classification and Conditions

Surface	Class	Miles
Asphalt	Arterial	60.5
	Collector	17.0
	Local	5.8
Total Asphalt		83.3
Aggregate	Arterial	75.5
	Collector	69.2
	Local	27.7
Total Aggreg		172.4
Natural	Arterial	78.6
	Collector	206.5
	Local	1121.9
Total Natural		1407

Road Maintenance Miles

Level	Miles
1	339.3
2	902.6
3	242.2
4	45.5
5	63.1

Chapter II, Page II-77, add the following:

Road management definitions currently in use on the Shoshone National forest are:

Forest Development Road. A dual track travelway for purposes of travel by vehicles licensed for use on public highways that is under the jurisdiction of the Forest Service (PL 95-599, Section 106 and FSM 7705). These are not public roads.

Forest Development Transportation System. Those travelways, forest development roads, trails and airfields which have been inventoried and/or mapped and which have been assigned a forest development road number. These include roads which may not be under Forest Service Jurisdiction, but which are integral to the management of the national forest (county, other agency, private).

Travel Allowed (Open). All forms of motorized travel are allowed without restrictive gates or prohibitive signs or regulations, other than general traffic control.

Travel Restricted (Restricted). Some forms of motorized travel may not be allowed seasonally or annually, including restrictions based on size, type, weight or class of registration. Both public and administrative travel may be restricted, except for emergencies.

Travel Prohibited (Closed). All forms of motorized travel, including administrative, are prohibited seasonally or annually, except for emergencies. Forest Development Roads in maintenance level 1 are Closed to Travel. Closed travelways remain on the Forest Development Transportation System.

Road Obliteration. Eliminating the functionality of a road by reclamation/restoration and returning it to resource production. The road ceases to exist as a road and is removed from the Forest Development Transportation System.

Non-system Road. A road or travelway that exists on the ground but which is not a Forest Development Road and which is not part of the Forest Development Transportation System.

New Road Construction. Forest Development Road construction activities which increase the total number of road miles in the Forest Development Transportation System.

Road Reconstruction. Realignment, betterment or restoration of an existing Forest Development Road. The total number of road miles in the Forest Development Transportation System does not change with reconstruction activities. Abandoned and realigned portions of the original road are obliterated.

Page II-77-78, replace paragraph at the bottom of page 77 and the top of page 78 with:

There are currently five levels of road maintenance on the Shoshone National Forest which are performed by the Forest Service, counties and Forest users. The total number of miles in each level is listed in Table II-28, but may vary as road management decisions are made and revised. Roads classified as Level 1 maintenance in the Forest Development Transportation System are closed unless being used for a specified resource activity (FSH 7709.58).

CHAPTER III FORESTWIDE MANAGEMENT REQUIREMENTS

Page III-14, Timber portion of table, is revised by the following table:

Expected Outputs (MMCF/MMBF) and Harvest Methods by Decade

	Decade 1	Decade 2	Decade 3	Decade 4	Decade 5
Outputs					
Sawtimber (MMCF/MMBF)	9.6/42.6	9.9/44.0	12.8/57.0	13.2/59.0	16.0/71.0
Roundwood (MMCF/MMBF)	0.6/2.7	0.4/1.6	0.6/2.8	0.9/3.8	1.2/5.2
Harvest Method					
Clearcut (Ac)	1552	1686	1969	2499	3541
Shelterwood (Ac)	3333	628	4304	3366	4735
Overstory Removal (Ac)	1039	4101	4529	9278	4304
Selection (Ac)	858	179	1022	7668	1022
Commercial Thin (Ac)	76	1381	14	0	7

Page III-15, Table III-1, revised road obliteration mileages as follows:

Proposed 1991 - 2000	7.6 miles
Projected 2001 - 2010	4.5 miles
Projected 2011 - 2020	8.2 miles
Projected 2021 - 2030	4.0 miles

Page III-66, Reforestation (E04), make the following changes:

Eliminate General Direction 1.c.

Change Standard/Guideline "a" and "a(1)" to read:

- a. Establish a five-year regeneration period for lodgepole pine stands meeting the following criteria:
(1) Natural regeneration is expected to provide satisfactory stocking within 5 years after cutting.

Page III-88, Transportation System Management (L01 & 20), Direction Number 2, add the following Standards and Guidelines:

- a. Use provisions in 36 CFR 261, Subpart B to administratively close roads.
- b. Reclassify closed roads as Maintenance Level 1 in the Forest Development Transportation System Inventory.
- c. Use current Shoshone NF and Region 2 travel management guides for type of closure devices and signing standards.
- d. Minimum closure guidelines:
 1. Depending on timing of next use of the road, remove culverts and restore the natural drainage pattern.
 2. Construct waterbars in the roadway using "Packer's Guide" as a guideline for spacing.
 3. Revegetate roadbed, cuts, fills and other disturbed areas with an acceptable erosion control seed mixture.
 4. Annually perform Level 1 Road Maintenance and inspect for closure effectiveness. Correct closure deficiencies.

FORESTWIDE MANAGEMENT REQUIREMENTS, Pages III-75 thru III-81, Replace with:

MANAGEMENT ACTIVITIES	GENERAL DIRECTION	STANDARDS & GUIDELINES
CONTINUATION OF: Transportation System Management (L01 & 20)	<p>6. Manage new Forest Development Road construction and existing System and Non-system road obliteration so that, for each five-year period, beginning October 1, 1994, the number of miles of new Forest Development Road construction does not exceed the number of miles of road obliteration, forestwide. Obliterated road mileage in any five-year period which exceeds the number of miles of new road construction may be carried forward into the next five-year period for purposes of monitoring 'no net increase' in new road mileages.</p> <p>7. Obliterate existing System and Non-system roads when they meet the following criteria:</p> <p>a. they are no longer needed for administrative purposes or resource management activities, and,</p> <p>b. they will not be needed for administrative purposes or resource management activities for the next 20 years, and,</p> <p>c. there is little or no public need for them.</p> <p>8. Obliterate excess System and Non-system roads when the area accessed by multiple roads can be adequately managed by fewer or only one road.</p> <p>9. Obliterate roads if the obliteration is needed to meet other resource management objectives.</p>	<p>a. Remove the obliterated road from the Forest Development Transportation System.</p> <p>b. Inspect the obliterated corridor for effectiveness of treatment one year, three years and five years after obliteration. Retreat if necessary.</p> <p>c. Minimum Standards for Obliteration:</p> <ol style="list-style-type: none"> 1. Remove culverts and bridges and restore natural drainage patterns. 2. Sideslopes 0 to 40% and first 1/4 mile: Where roadside vegetation allows, restore the roadbed as near as possible to the original ground contour. Sideslopes over 40%: fill and round ditches, round and outslope shoulders and fill slope. Outslope entire old roadbed 15-20%. 3. Construct waterbars for drainage using Packer's guide as a guideline for spacing. 4. Revegetate entire old template and disturbed area with a seed mix compatible with the surrounding vegetation. Consider restocking. 5. At the intersection of the obliterated road with any existing open or closed road, restore the intersection to a natural, non-road appearance. 6. Road obliteration priorities: <ol style="list-style-type: none"> a. In the same fourth-order watershed where new roads have or will be constructed. b. In fourth-order watersheds adjacent to those where new roads have or will be constructed. c. In the same or adjacent analysis areas where new roads have or will be constructed. d. In the same district where new roads have or will be constructed. e. Elsewhere on the forest in areas having high road densities.

CHAPTER IV, FOREST PLAN MONITORING REQUIREMENTS, TABLE IV-1, Add:

Monitoring Requirements		Allowable Variability from	
Item Monitored	Data Source Techniques Used	Measurement Frequency	plan objectives
Facilities			
Road construction/ reconstruction (local, arterial, collector)	Annual MAR and FRP Reports	Annual	$\pm 25\%$ of planned accomplish- ment
Trail construction/ reconstruction	Annual MAR accomplishment	Annual	$\pm 25\%$ of planned accomplish- ment
Roads closed (system road miles closed by project activities)	Annual FRP Accomplishment Reports, MAR	Annually by Nov. 1	$\pm 15\%$
Roads obliterated (system road miles obliterated by project activities)	MAR, STATES report	Annually by Nov. 1	$\pm 15\%$
Level 1 road maintenance (miles of level 1 maintenance performed)	STATES report, Road Maintenance Management System	Annually by Nov. 1	$\pm 25\%$

Appendix A (Ten Year Timber Sale Summary) is superceded with the following information.

Allowable Sale Quantity

	Decade 1	Decade 2	Decade 3	Decade 4	Decade 5
Sawtimber MMCF/MMBF	9.6/43.0	9.9/44.0	12.8/57.0	13.2/59.0	16.0/71.0
Roundwood MMCF/MMBF	0.5/2.0	0.4/1.6	0.6/2.8	0.9/3.8	1.2/5.2
Total	10.1/45.0	10.3/45.6	13.4/59.8	14.1/62.8	17.2/76.2

The Long Term Sustained Yield (LTSY) under this amendment is 28.8 MMCF (128 MMBF) per decade.

The above table and Table III-1 in the 1986 Land and Resource Management Plan show goods and services that the Shoshone National Forest expects to provide relative to budgetary and site-specific environmental considerations. The tables are intended to help the reader understand what may occur as the Forest Plan is implemented. These tables do not constitute Forest Plan direction. The Allowable Sale Quantity is the maximum amount of timber that may be sold from the suitable timber base.